

I-285 Flat Shoals Project

Georgia Department of
Transportation

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District 7

I-285 at Flat Shoals

PI 713290-
I-285 AT SR155/FLAT SHOALS ROAD
INTERCHANGE IMPROVEMENTS
Artistic View Looking South Along Flat Shoals Road



Project Challenges



Example of a challenge that we faced early in the life of the construction project.

Staging Challenges



The new northbound road bed is fully constructed up to the existing on-ramp. There is a difference in elevation between the existing road and the top of the new road. This area needs to be filled in, but first, we have to have a place to put the cars that area running on this pavement now. To accomplish this, the westbound off-ramps and eastbound on-ramps have to be shifted further to the north and south to form new intersections for cars to travel on. Because of nearby powerlines; we had to redesign our plans.

Eastbound off-ramp Wall Modifications



Walls like this can be seen throughout the project. The one on the eastbound off-ramp is notably less complete. That is due to changes to the wall height that were requested after the project was under construction. Redesign was required, and time was needed for review and approval of materials.

Water Line-Eastbound Off-Ramp

The most complex issue is related to a water line just west of the Panthersville Road crossing at I-285. What you are looking at here is the location of the new eastbound off-ramp where it passes under Panthersville Road. You can see the mound of dirt that is providing protection for the water line. Approximately the same amount of dirt is on top of the line to the left and to the right. You can see the mound on the right as the water line rises up at approximately a 45 degree angle.

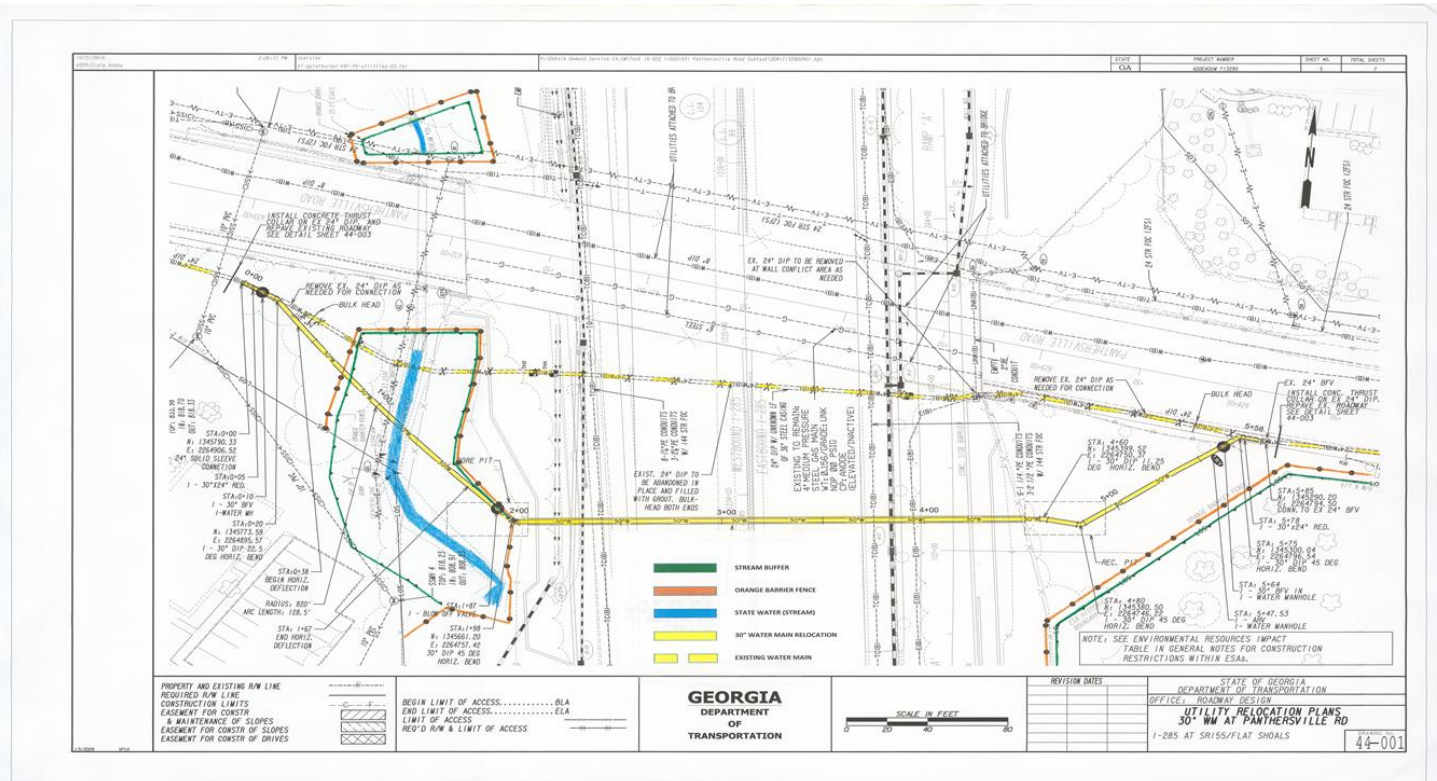


Similar slope hiding waterline



Water Line after removal of slope

Water Line-Eastbound Off-Ramp



Once the line was discovered, a plan had to be developed to replace it. Redesign takes time, and the environmental approvals that we obtained for the project had to be revisited after the design was complete before we could move forward.

You can see the path of the existing water line (blue line), and the new water line will be here (the bottom yellow line). We are crossing under a live stream here. We are required by law to avoid environmentally sensitive areas when we can, and when we can't, we have to submit for a variance. This process also takes time and was another factor that contributed to our delay.

60" water line sleeve



There is no pipe nearby that is identical to the one that will be used to encase the water line, but the one in this picture is similar. It will be slowly tunneled under I-285.

Imagine trying to drill this 5' tunnel under 6 lanes of busy interstate. This is a major – yet delicate – and, of course, time consuming operation.

Project Progress Update



Water line is in the foreground-
picture facing Flat Shoals

Eastbound Off-Ramp



Most of this work is not visible – because it is higher than the existing ramp and hidden behind barrier wall. But it is fully constructed up to the final road surface; striped will need to be added.

Eastbound Off-Ramp



Eastbound off ramp looking back west toward Bouldercrest. This ramp nearly complete except for the area in the immediate vicinity of the water line.

Westbound on-ramp



This is the new westbound on-ramp— Construction has continued on this ramp and is nearly complete.

July 2017



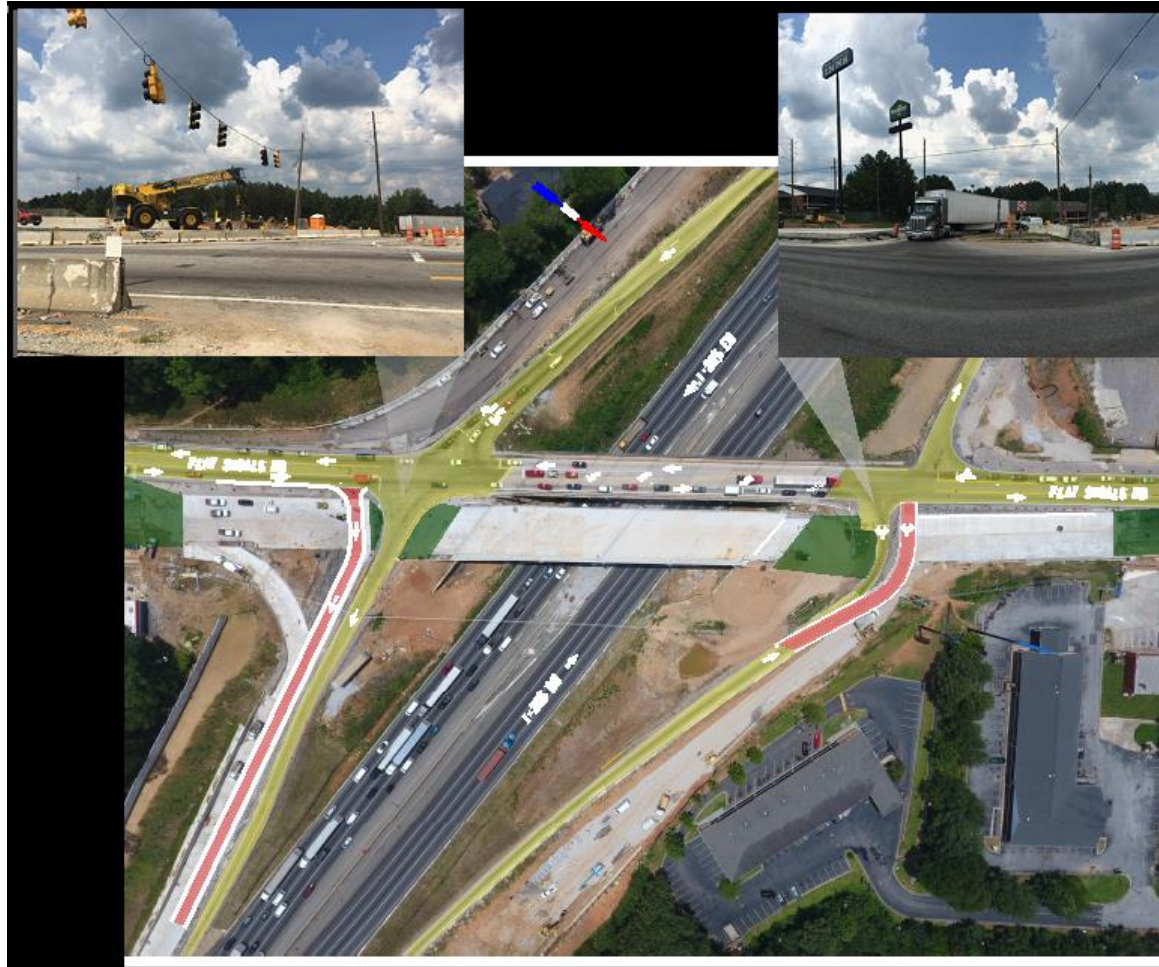
Westbound (“inner loop”)



Eastbound (“outer loop”)

Over the next several weeks, you will see several changes in traffic patterns as the contractor shifts traffic in order to accommodate the remaining work. You can see in these two pictures that the new road and bridge are 2-3 feet higher than the existing road where cars are traveling now. Traffic needs to be shifted out so that the contractor can “fill in the gaps” you see here between the newly completed lanes and the new bridge.

July 2017



This overhead view shows where traffic will be between July and October of this year

October 2017



October 2017: Shift traffic onto new northbound lanes & bridge

August 2018



By August of 2018, the water line relocation will be complete, and the eastbound off-ramp can be opened to traffic.

November 2018



December 2018



February 2019

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Current completion date; team of constructability experts in GDOT working with contractor to identify opportunities to expedite construction.

What else can you expect from GDOT?

- Listening to you
- Hearing and responding to your concerns
- Adding equipment to improve signal timing
- Adding signs and striping to redirect pedestrians as safely as possible
- Constructability experts exploring all possible ways to expedite construction and finish sooner

Monthly Enhanced Litter pickup and Mowing



Project Contacts

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Ongoing Communication

- Quarterly meetings with neighborhood representatives
- Regular updates via social media, news channels and other communications
- LIVE NOW: Established a dedicated website with informational materials and latest updated information
- www.FlatShoals285.org

Website: www.FlatShoals285.org



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Special Projects 

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[I-85 Rebuild](#)

[Northside Drive](#)

[Rome-Cartersville Development Corridor](#)

[SR 20 Improvements](#)

[SR 26/US 80](#)

[SR 299 Over I-24 Bridge Replacement](#)

[SR 400 Widening](#)

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I-285 @ SR 155/Flat Shoals Road

The project will reconstruct the I-285 at Flat Shoals (SR 155) interchange in DeKalb County.

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Summary of Critical Dates

- Public meetings
 - April 24, 2008
 - August 18, 2010
 - February 28, 2012

Work began January 20, 2015

Sound Wall Timeline

- - July 14, 2016 – Received Pittman proposal from Area 1 Construction
- - August 5, 2016 – Emailed list of needed information for Air and Noise to analyze wall to Abdu in D7 A1
- -Oct 25, 2016 – Contacted Bridge and Air and Noise about re-submittal from Pittman (dated September 2016, marked as received by D7 A1 Oct 18, 2016, received by design on Oct 24, 2016)
- - Feb 2, 2016 – Issued revision after Air and Noise verified new sound wall locations and heights, Design incorporated Pittman changes and made any additional corrections needed, and Bridge OK'd the final product with regard to sound wall design.

Questions?

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